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1. The following information was excerpted from a report which was drawn up on 28 October 1953 by a commission of the East German Railroads Ministry charged with the mission of investigating the present situation of the East German railroad system as a basis for future investment policies:

a. Operations and Traffic:

The efficiency of the railroad system and the fulfillment of tasks assigned to it in the Economic Plan depends:

1. on good planning based on sound estimates of the expected volume of traffic made jointly by producers, representatives of trade and operational agencies of the Deutsche Reichsbahn;
2. on the availability of well trained and qualified railroad personnel;
3. on the efficient maintenance of rolling stock and availability of adequate numbers of cars and locomotives;
4. on the availability of well maintained railroad lines, the physical status of which permits high over-all speeds, and the possibility of enlarging the network of railroad lines if this should be necessitated by an ever-rising volume of traffic.

The following tabulation shows the traffic congestion in Central-Germany and thus the vulnerability of this district to disturbances:

Railroad district	Park of Operational Cars	Number of Cars Loaded	Length of Main Tracks in km	Ratio of Cars to Trackage
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Berlin	15300	8200	2460	6.2
Cottbus	10100	6800	1250	8.1
Dresden	16400	10400	2570	6.4
Erfurt	12600	7050	2470	5.1
Greifswald	4400	2700	1240	3.5
Halle	26800	15900	1960	13.6

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Magdeburg	13800	8300	2400	5.8	
Schwerin	5600	3150	1540	3.6	
Total:	105000	35000	15890	6.6	2

b. Personnel.

The East German railroad system employs upward of 300,000 personnel.³ Successful railroad operations depend on the reliability and skill of each individual railroadman. In this respect it must be stated that there is a critical shortage of young and efficient railroad employees. The majority of the locomotive engineers and the personnel engaged in the operational service are over 50 years old. The same applies to other important sections of the railroad administration. Still more critical is the shortage of high-ranking qualified technical personnel. The table of organization of the East German Railroads envisages the employment of 1,175 graduate engineers and graduates from commercial academies. Actually however, only 133 employees with college education were available. As against 9,760 graduates from technical schools required, only 3,463 were available. The situation will probably deteriorate in the coming years.

c. Railroad Installations.

1. Smooth railroad operations depend on a well maintained permanent way. At present, the carrying capacity of lines is reduced by the existence of a large number of slow-down sections. The situation is illustrated by the following tabulation:

Year	Rail Breakages	Number of Slow-Down Sections	Accidents	of which Caused by Defects in Permanent Way	in Per- cent	Blocked Station Tracks
1949	857	15	3652	245	6.7	37
1950	1200	38	3776	279	10.1	40
1951	2056	74	3507	355	10.1	30
1952	3766	80	3549	634	11.2	70
1953 until 1 October	4204	204				4

In the Halle railroad district alone which has the heaviest traffic in the zone there are 76 slow-down sections representing a total of 174 km of trackage. Disturbances occurring in this district affect operations in all the other East German railroad districts.

According to statistics drawn up for 1 January 1953, the East German railroad net consisted of 28,826.46 km of trackage and 74,012 switch units. The trackage included 9,175.88 km of main lines, 8,599.84 km of secondary lines and 11,050.74 of station trackage.⁵ Of the switch units mentioned, 13,196 were installed on main lines, 9,702 on secondary lines, and 51,024 on station tracks. Of the tracks available on main and secondary lines, 37.8 percent were in good condition, while 62.2 percent were in fair or poor condition, thus requiring partial or complete replacement.⁶

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As to the age of rails laid, approximately 4.18 percent were up to 10 years old, 36 percent from 10 to 20 years old, 27.12 percent from 20 to 30 and 32.7 percent upward of 30 years old.

As to ties, the age of 4.4 percent of them was up to 10 years, 26.5 percent from 10 to 20 years, 42.5 percent from 20 to 30 years, and 26.6 percent upward of 30 years.

In the field of switches, the picture was as follows: 6.9 percent had an age of up to 10 years; 25.2 percent one from 10 to 20 years, 35.2 percent were from 20 to 30 years old, and 32.7 percent were older than 30 years. The principle of operational safety requires that rails of main lines be replaced after about 25 years. This implies the annual replacement of about 360 km of trackage. In order to make up for neglects in previous years, the replacement of 2,300 km of trackage was envisaged in the current five-year plan. This program requires the procurement of 230,000 tons of rails, 110,000 of small iron fittings, and 3.7 million ties. So far, only 112 km of tracks have been replaced; this means that the five-year program has been fulfilled only 4.9 percent. By 20 October 1953, the program set for the replacement of ties has been fulfilled 35 percent.

The USSR promised to furnish the East German railroads 50,000 tons of rails. After 15 October, a total of 7,000 tons of rails arrived. Since the form of these rails deviates from German material, they cannot be used for the rejuvenation of existing lines and switches. It is therefore planned to use some of the rails delivered for the construction of new lines in 1953. An extensive replacement of rails still in 1953 is out of the question, because the interruption of traffic connected with an exchange of rails is ruled out by the peak traffic to be handled during the fall season. With the help of rail material furnished by the USSR, the East German Ministry of Railroads in 1954, will be in a position to replace rails of continuous line sections and to reconstruct the second tracks on major lines. Nevertheless, it must be pointed out that requirements can only be filled from domestic production.⁸

2. Railroad Bridges.

The relatively poor condition of the permanent way necessitated a reduction of the axle pressure permitted on lines and to impose speed limits. Conditions were worsened by defective bridges. Toward the end of the war, a total of 1,112 bridges were demolished. Inasmuch as these were on lines in operation, they have been reconstructed, 223 in a makeshift way so as to necessitate special speed limits. This had the effect that the number of 204 slow-down sections mentioned above was increased by 162 slow sections on bridges. The physical status of bridges not damaged during the war deteriorated through inadequate maintenance works over many years. In the Dresden railroad district alone, there are 32 bridges which urgently require overhaul. Owing to a general shortage of financial means, only 10 percent of the money required for repair work on bridges could be made available by 1954. Some of the emergency bridges built consist of military steel bridge equipment which permits only speeds of up to 30 kmph.⁹

The critical situation in this field is indicated by the fact that the replacement of temporary structures by permanent bridges would require 12,000 tons of steel. For 1954, only 500 tons of steel are scheduled to be delivered. The total weight of railroad steel bridges in East Germany is 400,000 tons. Assuming an average useful life of 80 years, about 5,000 tons of steel are required annually.

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d. Safety and Signal Installation.

At present there are in use, on the East German railroad net, 60 different systems of safety and signal installations. Of the approximately 3,800 automatic interlocking plants available, 2,260 are 30 to 60 years old and thus over-age. Electric interlocking plants available amount to about 520 of which 153 are of obsolete type and more than 30 years old. Of the 7,500 km of main tracks, only 6,200 are provided with section blocking. Because of a shortage of steel wire, about 139 advance starting and home signals are permanently set on warning position, which hampers smooth operations. All advance home signals are at present lighted by only one lamp instead of two. No station blocks or only incomplete ones are available at 323 railroad stations. At 234 points, obsolete interlocking facilities operated manually by keys are used instead of mechanical interlocking plants. As long as this situation continues, it will not be possible fully to utilize track-ages available or trackage newly built.

Telecommunication Installations.

The most important means of controlling railroad operations is the railroad telephone system. Telephone cables laid by the East German Railroad include 4,725 km of cables for long-distance communications and 6,950 km for local communications. The lay-out of the telephone network reflects general conditions prevailing 20 to 30 years ago. Only few cables were laid after 1945. Minor quantities of used cables were utilized for the improvement of the existing railroad telephone network, particularly in the Berlin area. Of 146,000 overhead telephone lines, more than 40 percent consist of wire circuits which are liable to corrosion. It has been determined by spot checks that they often lost up to one third of their original thickness by rusting. Copper and bronze lines are in better condition, although they also show signs of wear. During the last 15 years, almost no replacement work was done on telephone lines. In one night of the winter of 1952/1953, there occurred as many as 500 line breakages in the Spree district alone. The increased volume of traffic to be handled by the East German Railroads and the efficiency of the recently introduced dispatcher system require the availability of a modern railroad telephone network, which it has not been possible to build up so far.

e. Investments.

Railroad installations available in East Germany were built on the basis of requirements of the old German economy. Prior to 1945, the main flow of freight traffic went from the south-east to the northwest. After two separate Germanys were set up and owing to the increased volume of trade between East Germany on the one hand and the USSR and the satellite states on the other, trade now mainly flows from south to north. Of course, this development affects both the organizational set-up and the layout of technical installations of the East German railroad administration. In connection with this development, some of the previously secondary lines took on the status of main lines, and while large marshaling yards decreased in importance, formerly minor marshaling yards were suddenly faced with a peak traffic. New centers of railroad activities sprung up above all in the Halle, Magdeburg, and Berlin areas as well as at the Baltic Sea ports. The development sketched necessitates major construction projects involving the reconstruction of second tracks, the building of rail links between lines, the improvement of existing lines, the reinforcement of the permanent way of previous secondary lines, and the enlargement of railroad stations. Railroad requirements of large new industrial enterprises will also have to be taken into account. Smooth railroad operations require the reconstruction of major railroad stations destroyed during the war such as Cottbus, Potsdam, Leipzig, Magdeburg etc. The plans submitted by the railroad administra-

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tion for construction work to be executed in 1954 were cut to such a degree that the development of railroad traffic in the coming year must be viewed with grave concern.¹

In view of the extensive railroad construction work required the Reichsbahn Bau Union (railroad construction enterprise) was founded with four attached construction firms in 1952. At present this Reichsbahn Bau Union could handle construction projects costing 180 million eastmarks per year. Insufficient planning caused the railroad construction enterprises to accept orders from the industry. This led to an accumulation of railroad construction work to be executed in 1953, when 900 construction projects had to be handled.¹²

f. Vehicles.

Both the rolling stock and the park of locomotives suffered heavy damages. Through extensive repair work it has been possible continuously to increase the number of operational freight cars and locomotives to an adequate level. However, the picture is not so bright with regard to the physical status of cars and locomotives. Of the operational locomotives, only 63 percent are in actual use, while 37 percent are in railroad shops for the performance of repair or maintenance work, the normal percentage of locomotives undergoing repair being 15 percent. A sizeable portion of the 1,400 heavily damaged locomotives parked on railroad sidings are the property of foreign railroad administrations or are beyond repair.¹³

This situation is largely due to the fact that many of the locomotives in use are overage. Normally, steam locomotives were deactivated after 25 years of service. However, at present 18 percent of the locomotives are older than 40 years, while another 45 percent have an age of upward of 34 years. Of the remaining locomotives, about 800 units belong to the 1953 series which was built during the war and was designed for a useful life of five years. Summarizing, it must be stated that 63 percent of all operational locomotives are older than 34 years. Vital component parts such as boilers, frames, running and drive gears are worn out and require replacement.

Since essential materials required for locomotive repair work such as wheel tires, tubings, boiler sheets, fire boxes, structural steel, drive and connecting rods etc have been in short supply for years, railroad repair shops have started the uneconomic procedure of manufacturing these parts themselves. This prolongs the time periods required for repair work and unduly raises the cost of repair and maintenance work. About 20 years ago, the performance of class L 4 repair work required 5,000 man-hours. At present more than 12,000 man-hours are needed for the same type of repair work. Another factor making the situation in the field of locomotives more complex is the diversity of models of locomotives in operational use. At present there exist more than 30 such models with several series, which makes maintenance work on locomotives a difficult affair and offers many difficulties in the field of replacement parts.

After the return by the USSR of 185 locomotives and the reconstruction of the Muldenstein railroad power station it has become possible to plan the re-electrification of some lines in Central Germany. As of April 1956, it will be possible to employ about 70 reconditioned electric locomotives on the Leipzig-Halle-Magdeburg line. These locomotives will replace about 100 steam locomotives. Between 1956 and 1960, adjoining lines in Saxony and the Leipzig-Bitterfeld-Magdeburg line are scheduled to be electrified. It is envisaged to replace 160 steam locomotives by another 120 electric locomotives on these lines.¹⁴

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A more extensive utilization of Diesel-engine locomotives is ruled out by a shortage of fuel. For this reason, Diesel-electric rail coaches will, in the coming years, probably be used only on feeder lines of an electrified railroad net and for a limited express coach service between major towns.

g. Freight Cars.

At present, the park of freight cars available to the East German railroad system amounts to 142,000 units expressed in two-axle freight cars. Of these, 13,000 freight cars belong to the park of heavily damaged equipment, about 16,000 operate abroad, while the park of operational freight cars amounts to about 106,000 units.¹⁵

If put to proper use and maintained sufficiently, the park of freight cars available would be adequate for the volume of traffic expected in 1953. However, due to the fact that many of the freight cars are over-age, the load capacity of a sizable number of cars had to be reduced. Moreover, much transportation space is lost because times between repairs are too short.

As to the lifetime of freight cars the picture is as follows:

34,760 cars, i.e. 27.2 percent, of the total are up to 20 years old,

48,430 cars, i.e. 38.2 percent are from 20 to 40 years old,

43,370 cars, i.e. 34.6 percent are from 40 to 62 years old.

The average life of freight cars is 34 years; in 1940, cars were scheduled to be deactivated when they were 25 years old. Even if the useful life of freight cars were advanced to 40 years, 43,370 units would now be ready for deactivation. In view of the limited production of new cars, a total of only 29,100 units are scheduled to be deactivated annually.

Maintenance work on rolling stock has been neglected and only a fraction of the spare parts required was delivered. Above all, there was a critical shortage of profile wheel sets, traction and buffer gear and bearing springs.

Some of the accidents which occurred during shunting operations must be attributed to reduced resistibility of freight cars through excessive corrosion of underframes and other iron units of the cars. Moreover, the poor physical

condition of the permanent way means an additional strain on rolling stock. Since the railroad repair shops were delivered inadequate quantities of section iron they were unable to cope with the damages caused by overage and poor maintenance of cars. This situation requires a comprehensive program for the construction of modern freight cars and the delivery of adequate quantities of section iron and replacement parts.

The picture in the field of passenger cars is as follows:

Number of Passenger Cars Built prior to

1900	1910	1920	1930	1945	after 1945	Unknown
880	1420	2100	4400	1100	220	880
8 %	13 %	19 %	40 %	10 %	2 %	8 %

The average age of passenger cars available is 30 years, while the normal age at which passenger cars used to be deactivated is 35 years. For safety reasons it is imperative that equipment built before 1900 be deactivated or transferred to the park of railroad service cars.¹⁶

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Moreover it appears indispensable that the cars built before 1920 be overhauled and that all the necessary measures be taken to keep them serviceable. However, the present situation can only be remedied by a large-scale construction of passenger cars. At present some of the passenger trains are occupied ^{at} 160 percent of rated capacity.

h. Materials Supply.

Approximately 10 million tons of steel and iron are installed in railroad installations and the park of vehicles. Assuming that an average of three percent of this material becomes unusable every year, 300,000 tons of steel and iron products should annually be delivered to the East German railroad administration. However, even these minimum requirements have not been filled since about 1943. The situation prevailing in this field is illustrated by the following tabulation on steel requirements and actual deliveries:

Item	Annual Requirements	Allocations (in tons)	Actual Deliveries	Percentage of Requirements Filled
Wheel tires	29257	25148	8950	32
Seamless tubing	12300	7915	5737	46
Fine rod steel	6935	5436	1430	21
Course rod steel	12148	10256	3040	25
Boiler plates	2500	2500	1052	42
Other plates	1965	3250	423	22
Commercial sheets	4947	4082	1849	38
Rolled copper products	2602	496	75.2	3
Gray castings	25000	24500	11742	48
NP 8-17 sections	5219	4959	1220	24
V/NP 18 sections	5555	4946	1420	26
Rails and accessories	123400	85000	35333	29
Crescoted ties (in cubic meters)	147700	97300	94989	64

A serious problem remains the delivery of cables and electrical equipment to the Berlin elevated train system.

The elimination of technical bottlenecks and adequate maintenance of railroad installations and rolling stock requires increased allocations of raw materials in 1954, particularly in the first half of this year prior to the beginning of the peak traffic during the fall period.

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1. Technical Research Work.

The elimination of many of the present shortcomings of the East German railroad system will be possible only through an improvement of its technical efficiency. With this aim in view, the Technisches Amt (Technical Office) was founded as a new department of the Directorate General, Railroads, Berlin, in the summer of 1951. This office, which has been redesignated "Technisches Zentralamt" (Central Technical Office) and which was directly assigned to one of the deputies of the Railroad Minister when the Ministry of Railroads was founded, is assigned the mission scientifically to investigate all problems involved in railroad operations and to coordinate all technical development work. To the greatest possible extent manual work is to be replaced by automatic facilities and the latest technical inventions are to be applied with a view to guarantee a maximum efficiency of all railroad installations and agencies.¹⁷

2. Source who knew the railroad report, excerpts of which were given in paragraph 1 of the present report, furnished the following additional information:

- a. The report involved was drawn up by a special commission and will be used, after some minor modifications, as basis for a resolution of the Council of Ministers on budgetary and materials allocations to the East German Railroads between 1954 and 1960.

b. Materials required until 1960 include:

15,640 switch units, ties for 1,848 km of trackage, 700 km of rails,¹⁸
4,669 km of trackage involving a total outlay of 1,166,000 Eastmarks.¹⁸

The capacity of plants producing reinforced concrete ties is to be increased to an annual output of 200,000 units. A total of 20,000 tons of small iron fittings is scheduled to be manufactured at an iron work in Branderbisdorf. Plants for the manufacture of 300,000 wooden ties per year are scheduled to be set up by 1 May 1954. The railroad shop at Wuelknitz is again to be converted to the processing and creosoting of ties. A sum of 1,700,000 Eastmarks is scheduled to be spent on research work in the field of railroad safety and signal installations. A total of about 1,100 steam locomotives is to be manufactured in East Germany by 1960; the production is to be started in 1954 with 16 locomotives including 6 standard-gauge locomotives.¹⁹ In 1954, the copper fire boxes of 550 locomotives are to be replaced by steel ones. By 1955, the plants at Hennigsdorf and Babelsberg are to reach an annual output of 100 locomotives which is scheduled to be doubled in 1956.

25X1A₁. Comment. This comprehensive report, which was drawn up by a special commission as a basis for railroad improvement and construction plans for the period from 1954 to 1960, furnishes an unvarnished report on the situation of the East German railroad system. It confirms the opinion which this office, on the basis of many reliable reports, has formed on the plight of the East German Reichsbahn, a plight which is mainly caused by inadequate equipment and funds. Only through heavy investments and foreign help will it be possible to increase the present carrying capacity of the East German railroad system. In view of the political situation, this foreign help can only come from the USSR. The repurchase, from the USSR, of 40,000 German freight cars, 185 electrical locomotives, machinery of the railroad power station at Muldenstein, as well as the delivery

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of wheel sets during the last two years, may be considered the first installment of such help. For the first time since 1945, new railroad rails were furnished by the USSR in October 1953. A total of 50,000 tons of such rails, which are adequate for 500 km of trackage, is said to have been delivered so far.

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2. [REDACTED] Comment. According to the 1954 Economic Plan, which, however, is bound to be subject to modifications, the following railroad line sections are scheduled to be double-tracked:

Halle - Koethen
 Leipzig - Grosskorbetha
 Dessau - Wolfen
 Schoenebeck on the Elbe River - Calbe on the Saale River
 Stassfurt - Quedlinburg

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- 25X1A [REDACTED] Comment. In December 1952, the work force of the East German Railroads amounted to 296,300 persons; on 1 January 1953 the Reichsbahn Bau Union employed a total of 25,000 persons. [REDACTED]

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- 25X1A [REDACTED] Comment. See also the information on rail breakages and slow-down sections on East German railroad lines as contained in [REDACTED]

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- 25X1A [REDACTED] Comment. According to another source, the East German railroad net, as of 11 January 1953, included 7,224 km of standard-gauge main lines, 7,286 km of secondary lines, and 1,352 km of narrow-gauge lines. [REDACTED]

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- 25X1A [REDACTED] Comment. According to another source, the status of the permanent way, in late 1951, was as follows:

15.4 percent of the tracks required minor maintenance work;
 20.2 percent required major maintenance work;
 25X1A 38.3 percent required thorough reconditioning and partly a replacement of rails;
 26.1 percent required a replacement of rails.

- 25X1A [REDACTED] Comment. This agrees with East German press reports, according to which, 50,000 tons of new rails, the equivalent of 500 km of trackage, are scheduled to be delivered by the USSR. The first rail shipments were observed crossing the border in Frankfurt/Oder. [REDACTED]

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- 25X1A [REDACTED] Comment. The only rolling mill for rails available in East Germany is the Maxhütte foundry at Unterwellenborn near Saalfeld. This mill manufactures rails of poor quality in insufficient quantities.

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9. [] Comment. This equipment is military bridge equipment of steel, which makes possible the rapid construction of bridges. The different components of the bridges are screwed together. As of 1 June 1953, 25 such bridges representing a total length of 2,000 meters, including 289 meters of double-trackage, were in use. Military bridge equipment of this type which was in reserve on this day included 180 meters of complete single-track bridges, and 90 meters of incomplete single-track bridges. []

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11. [] Comment. The 1954 railroad construction program was submitted previously. [] . It is believed that it will be considerably revised in the course of the coming months.

12. The Reichsbahn Bau Union was established on 1 July 1952. On 1 January 1953, this enterprise had a workforce of about 25,000 persons. []

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13. [] Comment. According to documentary evidence, the following steam locomotives were available on 30 September 1953:

	Number of Locomotives				
	Serviceable	Under Repair	Total	Park of Damaged Locomotives	Total
State-owned locomotives	3206	1771	4977	481	5458
Column	295	78	373	-	373
Foreign-owned	27	18	45	832	877
Narrow-gauge	144	79	223	3	226

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14. [] Comment. Information on the number of freight cars, electric locomotives, and the equipment of the Muldenstein power station re-purchased from the USSR was transmitted previously. [] . The power station mentioned is in process of reconstruction. [] . A special construction staff was set up for the re-electrification of railroad lines in Middle-Germany. []

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15. [] Comment. According to a count made on 24 September 1953, the park of operational cars totaled 103,970 units, while the park of non-operational railroad cars numbered 32,058 units including 15,040 heavily damaged cars. []

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16. [] Comment. Not counting narrow-gauge cars, the following numbers of passenger cars were available on 31 January 1952:

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Type of Car	Number of Cars			
	Available	Serviceable	Under Repair	Heavily Damaged
Express train coaches	682	457	127	98
Fast train cars	253	199	44	10
Coaches	6473	5400	894	179
Sleeping cars	49	10	1	38
Dining cars	52	13	-	39
Luggage vans	2389	1767	390	232
Cars of the Berlin elevated train system	1308	1018	111	179
Total:	11206	8664	1567	775

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17. Comment. Information on the setting up of the Technisches Amt was transmitted previously. As to the assignment of the Technische Zentralamt of the East German Railroads, the organizational chart attached to

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18. Comment. During the first five-year plan which terminates in 1955 it had been envisaged to replace the rails on 2,300 km of trackage. By October 1953, however, only 112 km of trackage had been provided with new rails. The number of switch units mentioned represents about a fifth of all the switches installed in the East German railroad net.

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19. Comment. The 1954 Economic Plan of the East German Railroads envisaged the construction of two standard-gauge and three electric engines.

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